Near Westside Neighborhoods and University Avenue Transportation Study

1. Based on the map provided, please indicate where you live:

	Response Percent	Response Count
I live outside these areas	0.0%	0
Area A - Village of Shorewood Hills	**100.0%**	**360**
Area B - University of Wisconsin-Madison Campus	0.0%	0
Area C - Greater Regent Neighborhood Area	0.0%	0
Area D - West Madison/Middleton	0.0%	0
Area E - Southwest Madison/Verona	0.0%	0
Area F - South Madison/Fitchburg	0.0%	0
Area G - Madison Isthmus	0.0%	0
Area H - East Madison/Monona	0.0%	0
	answered question	**360**
	skipped question	**0**

2. Based on the map provided, please indicate where you work:

	Response Percent	Response Count
I do not travel for work purposes	25.6%	92
I work outside of these areas	8.6%	31
Area A - Village of Shorewood Hills	7.5%	27
Area B - University of Wisconsin-Madison Campus	**30.6%**	**110**
Area C - Greater Regent Neighborhood Area	6.1%	22
Area D - West Madison/Middleton	5.3%	19
Area E - Southwest Madison/Verona	4.2%	15
Area F - South Madison/Fitchburg	1.7%	6
Area G - Madison Isthmus	7.2%	26
Area H - East Madison/Monona	3.3%	12
	answered question	**360**
	skipped question	**0**

3. How do you travel the University Avenue/ Campus Drive corridor?

	Daily	A few times per weeks	A few times per month	Rarely / never	Rating Count
Personal motor vehicle to/ from work	**46.1% (118)**	30.5% (78)	7.4% (19)	16.0% (41)	256
Personal motor vehicle errands/ other travel	46.4% (135)	**47.1% (137)**	6.5% (19)	0.0% (0)	291
Metro Transit or other shared ride	4.9% (8)	9.9% (16)	14.2% (23)	**71.0% (115)**	162
Bicycle	12.5% (27)	**33.8% (73)**	26.9% (58)	26.9% (58)	216
Pedestrian/ Wheelchair	10.8% (20)	27.4% (51)	27.4% (51)	**34.4% (64)**	186
				answered question	**360**
				skipped question	**0**

4. Please prioritize the MOTOR VEHICLE concerns associated with the University Avenue/ Campus Drive Corridor.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Too much congestion along the corridor during rush hours	29.1% (102)	16.6% (58)	**31.7% (111)**	14.0% (49)	8.6% (30)	2.56	350
Travel speeds are too fast	14.0% (47)	8.3% (28)	19.0% (64)	23.5% (79)	**35.1% (118)**	3.57	336
Difficulty crossing or making a left turn on to Univeristy Avenue from an unsignalized intersection	23.0% (79)	19.8% (68)	**31.2% (107)**	13.1% (45)	12.8% (44)	2.73	343
Difficulty turning left off of University Avenue to a side street or driveway	13.9% (47)	16.3% (55)	**29.4% (99)**	22.8% (77)	17.5% (59)	3.14	337
Congestion at major intersections (Midvale Boulevard, Shorewood Boulevard, University Bay Drive/ Farley Avenue, etc.)	**26.4% (92)**	22.3% (78)	24.6% (86)	16.0% (56)	10.6% (37)	2.62	349
					answered question		**359**
					skipped question		**1**

5. Please prioritize the NEIGHBORHOOD TRANSPORTATION concerns associated with the University Avenue/ Campus Drive Corridor and the neighborhoods north and south of it.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Difficulty crossing University Avenue/Campus Drive for bicycles and pedestrians.	**30.7% (104)**	18.0% (61)	23.9% (81)	13.9% (47)	13.6% (46)	2.62	339
Missing east-west bicycle and pedestrian connections (for example between University Bay Drive and Shorewood Blvd)	**40.3% (135)**	18.8% (63)	20.9% (70)	8.1% (27)	11.9% (40)	2.33	335
Missing north-south bicycle and pedestrian connections (for example between the Southwest Path and the Blackhawk/West Campus Path)	24.8% (80)	14.9% (48)	**28.0% (90)**	14.3% (46)	18.0% (58)	2.86	322
Use of neighborhood on-street parking by daily commuters	19.9% (66)	15.1% (50)	**25.4% (84)**	17.8% (59)	21.8% (72)	3.06	331
Use of neighborhood streets to bypass congested roads or intersections (cut-through traffic)	**37.5% (130)**	17.9% (62)	20.2% (70)	13.3% (46)	11.2% (39)	2.43	347
					answered question		**355**
					skipped question		**5**

6. If you drive University Avenue/ Campus Drive regularly, please check all that apply:

	Response Percent	Response Count
I avoid University Avenue during rush hour by not driving during that period.	37.7%	120
I avoid University Avenue during rush hour by using local neighborhood streets.	28.3%	90
I choose to travel by foot, bike, or bus to avoid University Avenue traffic during rush hour	21.7%	69
I do not (or can't) avoid University Avenue during rush hour.	**47.2%**	**150**
	answered question	**318**
	skipped question	**42**

7. Please indicate your opinion regarding improvements to mobility along the University Avenue/Campus Drive corridor.

		Response Percent	Response Count
Modifications are not needed along University Avenue.		10.6%	37
Small modifications are needed along University Avenue to address growing congestion, maintain mobility, and manage impacts on adjacent neighborhoods.		**54.9%**	**192**
Major modifications are needed along University Avenue to address growing congestion, improve mobility, and reduce or reverse impacts on adjacent neighborhoods.		34.6%	121
	answered question		**350**
	skipped question		**10**

8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Response Count
	139
answered question	**139**
skipped question	**221**

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

1	I travel on University Ave daily about 7:30 am. I do not have a problem with congestion which is much less than other cities I have experienced.	Apr 23, 2013 3:12 PM
2	Difficulty exiting U-Bay Drive at Highland Ave. during afternoon rush hours. Also difficulty turning left onto U-Bay Drive at same intersection at those times.	Apr 22, 2013 7:50 AM
3	rush hour congestion at major intersections is a big problem, especially UBay-Farley & University. Would be good to complete sections of the east-west bike path all along University. But UBay-Farley intersection needs a lot of attention to minimize car-bike conflicts there.	Apr 22, 2013 6:34 AM
4	remote parking, shuttles, toll into town center	Apr 21, 2013 12:56 PM
5	I wish the bike path connected through to Shorewood.	Apr 19, 2013 3:07 PM
6	I think Campus Dr. needs to be 3 lanes because it goes from 3 lanes on university Ave. down to 2 lanes on Campus Dr. and then back to 3 lanes on Johnson St. so there is a clustering effect on campus Dr.	Apr 16, 2013 5:54 AM
7	University & midvale intersection is dangerous for pedestrians, bikes, and cars.	Apr 12, 2013 5:50 PM
8	UBay leg of Univ/Farley/UBay intersection at PM rush hr is very bad...more stacking for rt-turns up hill?	Apr 12, 2013 3:34 PM
9	My particular concern is regarding pedestrian (and bike) traffic across University Avenue. The crossings are very dangerous, with short crossing times and cars turning when pedestrians are in the crosswalk. Cars do not understand they need to give way to pedestrians. I am surprised no one has been injured or killed. It is simply a matter of time. I do not think subways or bridges are the answer. The road is very wide. It takes a long time to walk across so children, disabled & the elderly are especially vulnerable. Traffic on U. Avenue is busy & fast, the median is very narrow with 0 protection. Traffic turning right on red or left out of side streets speed up across cross walks while pedestrians are crossing. THIS IS JUST TOO DANGEROUS! Traffic is never so busy it's stopped or backed up to risk lives in this way.	Apr 12, 2013 2:34 PM
10	Cut through traffic is a major problem in Shorewood. Drivers regularly exceed the speed limit and are rude and inconsiderate to residents. They would never permit me to drive that way in their neighborhood. We need to eliminate cut through traffic before someone is injured or killed. I'm especially concerned for our schoolchildren, who walk or bike each morning in the middle of what has become a rush hour free-for-all.	Apr 11, 2013 12:27 PM
11	I live in the garden house area of Shorewood and one of my main concern is the increase in traffic along Locust Dr. once the new apartment complex is completed. Right now, there is already issues between the bicycles (coming off the bike path) and the cars driving on Locust Dr. Most bikers and some drivers do not pay any attention to the STOP signs along the road and where the bike path connects to the road. Once an apartment complex is put up the traffic will dramatically increase causing additional problems in this area. My other main traffic concern is the way the university bike path crosses University Bay Dr.and continues past the congested pool area/neighborhood. The only exit off the bike	Apr 11, 2013 7:53 AM

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	path is into busy traffic along University Bay Dr. thus I think it would be better if there was a way go over or under University Bay Dr. or incorporate the bike/car traffic by the stop light in that insection. Also, it would great if there was a way to extend this bike path to connect with the bike path along Rose Rd. and Locust Rd. Maybe continue the bike path besides the railroad behind the shopping center so it will avoid the swimming pool area. Thanks for letting us express our views.	
12	most major concern: Missing east-west bicycle connection between University Bay Drive and Shorewood Blvd	Apr 10, 2013 12:15 AM
13	My biggest concern as a resident of Burbank Place (Shorewood Hills) is cut-through car traffic on Locust Drive to bypass the Midvale intersection (via the parking lot behind McDonalds and Laredo's on Univ. Ave.)	Apr 9, 2013 4:26 PM
14	I strongly feel that improvements to streets only lead to more traffic. I would much rather see priority given to mass transit solutions, bike paths and safe sidewalks and crossings for pedestrians.	Apr 9, 2013 2:25 PM
15	Survey format has pre-determined public input.City (MSN) engineers decided Univ Ave corridor use re: turn lanes Midvale-UnivAve & UnivAve-UBayDr, timing of signals. Peds & bikers are screwed.	Apr 9, 2013 1:57 PM
16	drivers frequently speeding through yellow/red lights at intersections	Apr 9, 2013 1:31 PM
17	Everything is a compromise. The corridor is not too bad now, given the number of vehicles. I hope moderation will be used in making changes.	Apr 9, 2013 9:10 AM
18	Public transportation from Shorewood Hills to the isthmus would be incredibly beneficial in reducing traffic.	Apr 8, 2013 12:29 PM
19	Bike lanes would be appppreciated	Apr 8, 2013 8:08 AM
20	Traffic needs to be restricted through the university, State St and Capital areas. Commuters ought to make better use of diversifying traffic choices, carpooling. I think this entire area would benefit significantly to improve bicycle safety and motorcycle safety. Also, where is there parking for motorcycles?	Apr 7, 2013 4:46 PM
21	Rose Place needs to have one lane going north from Univ Ave and 3 lanes going south, 1 right turn, 1 straight and 1 left turn. All 3 lanes need to be long enough to accomodate rush hour so several cars can get through the light going all three directions - instead of a single line of waiting cars that get backed up while only a few cars make the green light.	Apr 7, 2013 1:53 PM
22	Enhance bike route connectivity, safety and convenience, and traffic will lessen.	Apr 6, 2013 7:12 PM
23	Please, please, please make a full quality, safe and consistent bike corridor along the entire Shorewood Hills and into campus. It is now largely a hodge podge.	Apr 6, 2013 7:05 PM
24	Mostly, I am satisfied	Apr 6, 2013 9:14 AM
25	One small modification that would help my route is to add a left-turn arrow from	Apr 5, 2013 7:51 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Univ Bay Drive to Univ Ave to turn east-and to route all pedestrians to cross on the west side of the crossing. This intersection is a regular bottleneck at most times of the week. I think it is critical to maintain the idea of Univ Ave/ E Wash/etc as thoroughfares to avoid neighborhood cut through. Maintaining easy access for vehicles to turn and join the commuting stream helps, and reduces pedestrian/motor/neighborhood conflict. Another dangerous area is the Midvale/Univ crossing as cars are not at all aware of pedestrians-this is a hazard for middle-schoolers to get to school. The whole routing of bikes on Campus Drive is ridiculous and dangerous given the plentiful bike paths and routes that run parallel to Univ Ave.	
26	Traffic has increased greatly in recent years but I am not sure there is a solution, except to make left turns more feasible and ditto for pedestrian crossings.	Apr 5, 2013 4:10 PM
27	Don't permit further large-scale commercial development (such as Target), because of increased traffic problems.	Apr 5, 2013 3:22 PM
28	Cross traffic turns should not be allowed at intersections except for those with stop lights/turn arrows. A pedestrian bridge is a must for safe passage across University Ave. between Midvale and Segoe. There should not be a bus stop on the corner of University and Midvale (on the soulth side of University Ave.--it is a huge hazard at that location. Thanks	Apr 5, 2013 2:40 PM
29	Here's another serious problem you don't seem to have mentioned above: Sometimes I walk home from downtown/campus along University Ave. There's no sidewalk! So for a bunch of the trip I essentially have to walk on the train tracks or something like that, which is a huge pain and sometimes even dangerous. Am I supposed to walk on the bike path or something?	Apr 5, 2013 1:06 PM
30	Longer turn signal to get into and out of Shorewood Hills neighborhood!	Apr 5, 2013 12:54 PM
31	Stop expanding UW Hospitals and related facilities.	Apr 5, 2013 11:53 AM
32	Cut-through traffic (volume & speed) is a HUGE concern in VOSH.	Apr 5, 2013 11:24 AM
33	NEED EAST WEST BIKE PATH ALONG THE CORRIDOR, AND NORTH SOUTH BIKE PATH CONNECTION TO SW COMMUTER PATH!	Apr 5, 2013 10:53 AM
34	Most annoying for me is the traffic light at Midvale. If going east and wanting to turn north, the signal is green for only 3 seconds. The first car goes through on green the second on yellow, and the third on red. Often I wait for 2 or 3 light changes. At Ridge Rd. I often get a red light long after the car or pedestrian that prompted it is out of sight, and the red is much longer than 3 seconds.	Apr 5, 2013 10:17 AM
35	Traffic signals are not timed so one can safely cross University Ave. at may locations. (Midvale, Shorewood Blvd., UB Dr., Park St., etc.) Many more drivers are ignoring red lights and Ped/ bike signals. When driver is turning south from University Ave., on a red light, they are not stopping and checking that someone (Ped/Bike) is crossing into their lane. There are times of the day that it is difficult and dangerous to cross University ave.	Apr 5, 2013 8:48 AM
36	I used to commute daily by bicycle from Vilas Park to Middleton. The lack of	Apr 5, 2013 8:45 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	connectivity between major bike paths is a serious limitation to the ability to commute by bike. The sidewalk improvements from Whitney Way to Middleton help greatly, but there is still a need for the bike connections mentioned in the survey. More bike commuters means less traffic congestion	
37	Much of my driving on University Ave has to do with transporting children and errands. I do avoid rush hour when possible. When I cannot avoid it I just deal with it.	Apr 5, 2013 8:09 AM
38	The intersection at University Bay Drive and University Ave. requires a thoughtful overhaul. A pedestrian bridge may alleviate some of the issues- and it appears that the commercial lot (Scooter U) south of University may be available for that??	Apr 5, 2013 8:05 AM
39	The intersection that is of concern to me is Shorewood Blvd and University Ave.	Apr 5, 2013 8:04 AM
40	the offset at Univ. Ave at Shorewood Bldv is a problem for bicyclists and pedestrians crossing to Whole Foods (from the north). Drivers coming from the west don't realize they have to stop at the line, especially if they want to turn right. I've been close to getting hit there.	Apr 5, 2013 7:58 AM
41	My Family does not believe the rush hour is a problem - yet. People from bigger cities know what a rush hour really is.	Apr 5, 2013 7:42 AM
42	Pedestrian crossing at University Ave. and Midvale intersection is dangerous. Wish there could be a pedestrian bridge.	Apr 5, 2013 7:37 AM
43	There are too many MVC and motor vs pedestrian accidents and near accidents near intersection of University and Midvale. This is felt to be a combo of high volume traffic, confusing traffic signals (right turners from Midvale to University go same time as left turners from other side) and short traffic signals (only 15-20 sec to get across University on Midvale leading to innumerous people running yellow and red lights to avoid extra wait time).	Apr 5, 2013 7:00 AM
44	Modifications of neighborhood streets to make them less hospitable to cut through traffic are desirable. Also, turn outs for buses along the route like the one by Highland so they don't impede traffic in the right lane.	Apr 5, 2013 6:54 AM
45	Cut through traffic is having a strong negative impact on my neighborhood. It is not safe for my children to bike or walk to school because of commuters treating Lake Mendota Dr like a highway. The cut-through commuters would not tolerate such speeds in their residential neighborhoods. We need to expand University Avenue so that it meets the needs of our growing city and limit access to local streets. I support having Lake Mendota Dr. dead-end for cars at Blackhawk Country Club and become an additional bicycle boulevard.	Apr 5, 2013 5:18 AM
46	Commuters using side streets to avoid University Avenue during rush hours speed and slide through stop signs in the Village. Of great concern is the worsening of air quality in the village. We need public (rail) transportation for commuters to work - a modern, rapid train from Black Earth to Sun Prairie (with stops at Hilldale, U. and Vet Hospitals, etc.)!	Apr 5, 2013 4:33 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

47	More stop lites at intersections --may also slow down traffic speeds in addition to making turns easier.	Apr 5, 2013 3:56 AM
48	Think major intersections (at Midvale and at Univ. Bay) there should be cameras for those who run red lights - a serious problem.	Apr 4, 2013 9:45 PM
49	As of today, small modifications are needed. However, with the addition of 7 new buildings at Univ. Ave. and Whitney Way & 2 new traffic lights slowing things down around Spring Harbor, major modifications may well be in order moving forward. Keep the development in check along this "neighborhood" corridor!!	Apr 4, 2013 9:20 PM
50	The pedestrian crossing across University at Shorewood Blvd is very dangerous, especially for children. The left turn signal should be available always, not just when pedestrians are absent.	Apr 4, 2013 9:18 PM
51	University Bay Drive and Campus Dr corridor during rush hours are my major concern so I try to avoid these. Widening of these corridors might help or overpasses at Univ/Univ Bay or somehow traffic signal changes might help. A bike path across Univ Bay for east-west traffic is needed but this might need to be overpass or tunnel.	Apr 4, 2013 9:05 PM
52	Getting out of Shorewood via Univ Bay Drive to Univ Ave is slow because of the extra traffic as the hospital area has expanded. I was surprised that this was not anticipated when all the building there was planned.	Apr 4, 2013 8:34 PM
53	Let's hasten to get the bike path finished!	Apr 4, 2013 7:43 PM
54	Lots of cars are not yielding for pedestrians, in the University avenue and Shorewood Blvd.	Apr 4, 2013 7:35 PM
55	A continuous bike path is badly needed between University Bay Drive and Shorewood Blvd. Safety should be improved at the intersection between the bike path and Walnut Street. This crossing is very dangerous for bikers.	Apr 4, 2013 7:18 PM
56	It is dangerous for pedestrians to cross University Avenue from the SW corner to the NW corner of the University Avenue/Hill Street/Shorewood Boulevard intersection (using the designated crosswalk). They are very likely to go unseen by drivers turning left out of Hill Street, and if no one has been killed or injured yet, I would be surprised. I also believe that the intersection on University Avenue opposite Maple Terrace will prove a source of damage and injury unless some turning movement options are eliminated.	Apr 4, 2013 7:02 PM
57	Traffic is not too bad on the main University/Campus Drive given the volume of people moving. I am a firm believer that traffic within Shorewood should be kept at 25 - 20 MPH....I ALSO feel very STRONGLY that people on bikes should be given some rules of the road and ticketed/fined for not obeying them. They don't use lights, they don't give signals, they act like pedestrians when they feel like it and they act like cars when they feel like it. I am intimidated by the speed when I'm walking my dog and feel endangered at times by cyclists.	Apr 4, 2013 6:59 PM
58	Cut through of traffic into residential neighborhoods like Shorewood Hills is a	Apr 4, 2013 6:48 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	major quality of life problem.	
59	speed and running red lights at all times of the day and evening	Apr 4, 2013 6:43 PM
60	I'm not the best person to provide an opinion. I am retired, and my main (almost daily) use of the corridor involves west/east travel between Shorewood Blvd and Segoe, at non-rush hour times.	Apr 4, 2013 6:40 PM
61	There needs to be a left turn arrow at light at UBd/university intersection in am due to hospital traffic. Hard to cross univ at shorewood blvd as ped due to cars not yielding to ped during walk signal.	Apr 4, 2013 6:39 PM
62	Early in the morning when the lights are flashing red, it can be difficult to make a left turn from University Bay Dr on to University avenue. It would be preferable if there were a green light, even if only rarely.	Apr 4, 2013 6:35 PM
63	University ave. corridor generates much noise as do the cars cutting through the village. These growth issues have dramatically changed the quality of life for many in the village	Apr 4, 2013 6:13 PM
64	Cut-through traffic related to the UW campus and UW hospital and clinic destinations seems to be increasing in numbers and duration for morning and afternoon commuters. Many of the cut-through travelers seem to be in a hurry and disregard the 20 mph speed limit on neighborhood streets (as well as the 25 mph limit along Locust Drive). As I approach full-time retirement I notice more and more vehicular disregard for the safety of pedestrians and bicyclists along the commuter street routes. I've also noticed this disregard for pedestrians taken by commuting bicyclists along the shared bicycle/pedestrian path through the Post Farm Park and the contiguous path at the west terminus of Locust Drive. And for a final consideration, I'm concerned about the traffic conflicts created by the drive-through banking area on the north side of the Credit Union as well as the driveway openings to parking lots along Rose Place. Let's hope too, that some thoughtful and intelligent planning takes place related to any north side vehicular access to the new developments replacing the Walnut Grove (FLAD) and Payare Square sites.	Apr 4, 2013 6:11 PM
65	I have lived for many years on a residential street used for commuting and cut through. I cannot say strongly enough how dangerous it has been for us, and in particular for our children, over the years, because drivers routinely speed. There have been countless times when cars have come too close, too fast, when we've been near the street especially when shoveling,, gardening, walking. These neighborhood streets were not designed for commuting. These are dense residential areas where people routinely walk, bike, shovel snow, etc....and should do so. I often wish that city transportation planners could be there while I'm shoveling or weeding...you would be amazed by how carelessly most people drive by. And pretty much everyone is speeding. And the stream of cars is heavy...some days I have long waits before I can back out of my driveway onto my street because of the volume of traffic in the morning. There have to be ways to make it harder and more inconvenient to use streets like ours.	Apr 4, 2013 5:57 PM
66	It is important to protect the Village of Shorewood Hills by limiting traffic to residents and friends to protect our children, elderly, walkers and runners.	Apr 4, 2013 5:56 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

67	Traffic is really heavy only during rush hour times. We need to remember that the solution is not necessary for the entire 24 hour period.	Apr 4, 2013 5:37 PM
68	I do not find traffic to be a significant problem in this area. Only exception might be a small window of time in late afternoon.	Apr 4, 2013 5:33 PM
69	I avoid congestion on U-Ave daily using U-Ave after rush hour or travel U-ave after nine PM. I also use free bus service ;Bus 80 on campus daily and leave the car/bike in the garage. I also drive in Shorewood to avoid tailgating which is a major risk problem on all streets in Madison. Off lanes on U-Ave helps, timing street lights also helps. Go slow and live. Finally there should be more web cams to help drivers slow down. Start issuing digital speeding tickets on U-ave/Shorewood to make people slow down and protect our children & avoid accidents.What justification is there to go 30-MPH in Shorewood and 60-MPH on U-Ave? Put up digital read out signs and let the drivers know they are speeding.	Apr 4, 2013 5:32 PM
70	My biggest concern is residents of University Houses and Eagle Heights using Oxford Blvd and Shorewood Blvd as a go-between, which results in increased car traffic on those streets.	Apr 4, 2013 5:20 PM
71	To decrease cut-through traffic in VOSH, limit ingress to the Village in the AM by installing a traffic control signal which admits no more than 3 vehicles per minute into VOSH (or a timed gate, etc)	Apr 4, 2013 5:19 PM
72	The traffic light at Shorewood Blvd lets three cars through frequently (more if they run the light), especially at morning commute. The walk light is totally frustrating and is backward for the east side pedestrians. The traffic light is red (for Shorewood) for people crossing N-S and turns just as they get to the lane cars are turning into. What gives there? Also, very frustrating, left turners are stopped at the light at Klinke's EVERY day, NO EXCEPTIONS. I agree that there needs to be a light at that intersection, but it is clear that nothing triggers it, it is automatic. At off hours, when I am a pedestrian at the same light, it takes virtually forever to turn!	Apr 4, 2013 5:11 PM
73	As far as Shorewood Hills goes, I am sick of the commuters that use all of the streets to cut over to Lake Mendota- this should be impossible for commuters, especially on smaller streets like Sumac.	Apr 4, 2013 4:57 PM
74	We need a left turn arrow from Shorewood Blvd. onto Univ. Ave. It is very hard to get out at all different kinds of times. Also a consistent arrow from Univ. Ave into Shorewood blvd. would help, as would police enforcement of the RED light at that intersection. It is run routinely and that is quite dangerous. Actually the runnning of red lights along this corridor is one of my major concerns.	Apr 4, 2013 4:31 PM
75	Pedestrian crossing is too dangerous. I have observed people in wheelchairs stranded mid light change, as well as parents with strollers. I do not allow my older children to cross at the light unaccompanied,because I have observed so many dangerous traffic, pedestrian interactions. My older parents consider this intersection to be a reason not to live in this neighborhood, as crossing the road to get public transportation is difficult I hope this can be remedied.	Apr 4, 2013 4:28 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

76	Build a bridge for bikes and pedestrians over University ave. near Hilldale. Finish the bike corridor through Shorewood Hills to the UW bike path. LOwer University ave speed limit till people decide buses are preferable. Build a commuter lot in back of the old pieRSquared (sp) /McDonalds building . Engineer traffic in the village to slow down even more (so it won't be worth cutting through) Too much coffee bonus idea: Drop University Avenue from University bay drive to Midvale below street level. You get a great a world class walkable corridor/bike lane/green space neighborhood above, and fast traffic in and out of town. You connect neighborhoods and businesses on either side of University Ave. Property values go up. You get fast traffic in and out of town	Apr 4, 2013 4:25 PM
77	1.Eastbound on University Ave., it is often very difficult to make a left turn at Shorewood Blvd., because the green arrow doesn't operate at some of the high traffic times. This means one has to turn left after the light has changed. (See #2 below) 2. At both University Bay Drive and Shorewood Blvd., the incidence of cars on University Ave, going through the intersection after the light is red has increased greatly in the past few years. This is dangerous for pedestrians, bikes, and cars starting to cross the intersection or turning left off Univ. Ave. A major, publiczed, visible crackdown on this needs to be initiated..	Apr 4, 2013 4:23 PM
78	I think that the recent change to the Hill St./Shorewood Blvd./University Ave. intersection has been a big improvement. I find that some green lights could be longer (e.g., North/South at Midvale; left turns from Eastbound University to Walgreens/Copps and to Shorewood Blvd.). I try to avoid the nonsignaled intersections at rush hour.	Apr 4, 2013 4:20 PM
79	I think the university has to address access issues to new buildings and parking facilities. Thus far the university has relied upon existing village and city infrastructure which is inadequate for it's new development. I think they need to expand Walnut and Highland access to avoid cut through traffic.	Apr 4, 2013 4:18 PM
80	Regarding question 6, I have 3 or 4 routes that I can take to drive to work. At times I avoid the corrider during rush hour, at other times I do not.	Apr 4, 2013 3:56 PM
81	There are some great bike lanes / bike paths in some areas, but they lack continuity along University Avenue. It would be great to fix this issue.	Apr 4, 2013 3:49 PM
82	Improved timing of lights may help the issues significantly. The new light by U. Station seems completely irrational in it's operation and unnecessarily backs up traffic during busy time. Also, having a bus lane would reduce congestion - often the worst moments are when buses are stopping frequently to let people off, and then those people try to cross during very busy times when traffic has backed up.	Apr 4, 2013 3:38 PM
83	Longer turning arrow time needed from EB Univ Ave onto Midvale (by Walgreens) and Shorewood Blvd. Longer pedestrian walk time across Univ Ave at Midvale and Whole Foods corner. People turning at Shorewood/Hill St often disregard pedestrians and have witnessed several near-miss hits of walkers.	Apr 4, 2013 3:33 PM
84	We need BRT or light rail in this corridor.	Apr 4, 2013 3:30 PM
85	We need better more expansive rail transport that is convenient and hooked to	Apr 4, 2013 3:19 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	bus routes	
86	Would like to see increased access to UW and hospitals that does not require travel on University Bay Drive. E.g., possible to add additional accesses to/from UW off Campus Dr?	Apr 4, 2013 3:13 PM
87	Speeders and drivers running red lights area a major concern; also more than one car in intersections making left turns as light changes red.	Apr 4, 2013 3:11 PM
88	I don't know the difference between small modifications and major modifications. Traffic at the University Ave and University Bay Dr intersection can be awful. Would that required a small change or a major change?	Apr 4, 2013 3:09 PM
89	completion of east-west and south-north bike paths would help safety of cyclists	Apr 4, 2013 3:06 PM
90	Regarding an "already" congested corridor, first you allow developers to build high density buildings, then you allow them to add a few more stories, then you allow them to build again, and again, and again. Along the way, you widen the roads, straighten out some of the curves (even build a by-pass) so the commuters can drive 10-15 mph faster along the way. Twenty-five years later (today) you ask us, the pedestrians, our children, the elderly the handicapped, cyclists, joggers and resident drivers for input in help solve the problem you created in the first place. This all should have been addressed "and" resolved long before the very first hole was dug into the ground along along this narrow corridor. I say, put all developers (including the UW) on notice that no more construction permits will be granted until "after" this "safety" issue is resolved. They will hollar and scream 'til kingdom come but, if you stay firm, they will come to the table with real dollars to make this fix happen, and a whole lot sooner than you think. Absent this approach, whatever solution you finally come up with will take years to be resolved "and" be short lived. Figure 12 to 18 months following the granting of another high density permit.	Apr 4, 2013 3:03 PM
91	A major problem has been the growth of businesses along the corridor that then require stop lights and wider intersections to allow traffic to enter or leave the corridor. The wider intersections and lights just make things worse, encouraging further strip development AND cut through traffic that can make use of the improved access to the corridor. Keep access to the corridor very limited. this should reduce cut-through traffic in neighborhoods and make it more attractive for traffic to take the main corridor.	Apr 4, 2013 2:59 PM
92	Turning left onto Shorewood Hills streets at Midvale and Shorewood Blvd is inconsistent. Drivers also seem to be running VERY STALE yellow lights! (Practically red) This may be due to speeding, but worth a study. I have seen someone almost hit by a car turning left from Hill St onto Univ. Ave. As a driver, there is a big improvement getting into Shorewood Blvd. from Hill St. (Coming home from Whole Foods)	Apr 4, 2013 2:44 PM
93	I NEVER use corridor during rush hour and cannot comment on those needs. Off rush hour it is not too back and new left turns are great!	Apr 4, 2013 2:43 PM
94	The west pedestrian walkway at the intersection at U. Ave. and Shorewood Blvd is extremely hazardous with cars coming from Hill St and turning left onto U.	Apr 4, 2013 2:38 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Ave without due regard for pedestrians or people walking their bikes.	
95	Restrict truck trafffic to those that must use University to access local destinations. Institute a charge system for using University during rush hours (a ls Singapore). Please ask or require the railroad not to park train cars on the tracks betwen University Ave and the campus (bad visual polution).	Apr 4, 2013 2:36 PM
96	Noise pollution of the major road University ave. is also much worse especially in the summer with open windows.	Apr 4, 2013 2:31 PM
97	Improve public transportation	Apr 4, 2013 2:30 PM
98	To quote an old Texas phrase, you can't put ten pounds of shit in a five pound sack. Or turn a sow's ear into a silk purse. There is simply too much traffic, and increasing sprawl will increase traffic. Reducing development is the only chance of reducing some of the traffic problems on University Avenue	Apr 4, 2013 2:27 PM
99	We've made good progress in sidewalks around the school and on Columbia and Oxford, but there are still school routes without them. Also, Columbia's sidewalk doesn't connect with U. Bay. Thanks for asking us.	Apr 4, 2013 2:27 PM
100	light sequences for weekday also seem to operate on weekend when traffic flow is different. Traveling from west to east it can be a long wait to turn onto Shorewood Blvd or into Copps shopping area.	Apr 4, 2013 2:26 PM
101	1. I would like to see an air quality study made in this area due to motor vehicle exhaust and bacterial/virus content due to air exchange by the hospitals. 2. I observed that cars drop off hospital workers on University Bay Dr. Then the cars make a circle by traveling to Colgate, turning left onto Colgate, then left onto Yale, then left to Harvard and right to University Bay Dr. Or, a right from Yale to Harvard, left to Shorewood Blvd and right onto University. 3. Most cars ignore the STOP sign at Yale and Harvard. 4. On occasions drivers also ignore the NO PARKING sign on Yale, between Colgate and Harvard.	Apr 4, 2013 2:23 PM
102	A major source of congestion at rush hour stems from UW Hospital staff, etc. Improving U-Ave traffic flow for accessing vehicles, including rush hour turning lane times, constructing a pedestrian/biking bridge for north-south crossing at University Bay Drive, would promote bike commuting, improve safety and decrease congestion.	Apr 4, 2013 2:22 PM
103	Few options to traffic volumn - speed limit should be reduced from VA Hospital exit to Allen Blvd.	Apr 4, 2013 2:22 PM
104	Madison is an easy city to get around in. Not every street can be a cul-de-sac.	Apr 4, 2013 2:17 PM
105	Don't by driven by NIMBY attitudes. Every car that get's directed away from somebody's street is going to end up on somebody else's street. Point two: if you make bigger roads, you'll get more cars, not less congestion. We know this from experience.	Apr 4, 2013 2:12 PM
106	I would use a rail system instead of a car to commute most days if one were built and to travel to campus or downtown if one were built.	Apr 4, 2013 2:11 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

107	We need more public parking on Maershall Crt.	Apr 4, 2013 2:09 PM
108	Cars turning on red lights and running through intersections after the light has changed is a BIG problem. It is hard to turn from the farther lane without arrows.	Apr 4, 2013 2:05 PM
109	More connections of the bike path on the N side of university to Segoe are needed...a better way for bikers and peds to connect to westmoreland/monroe/research park from shorewood without dealing with traffic on midvale.	Apr 4, 2013 2:05 PM
110	Enforcing the posted speed limits and ticketing the running of red lights should be a priority. Auto driver behavior can be reckless, particularly during rush hour. Shorewood Blvd and University Avenue intersection is a good example of a dangerous major intersection, and I rarely see the police.	Apr 4, 2013 2:05 PM
111	Biggest problem are Midvale/University intersection lights. Horrible to right turn east onto U from Midvale at times; ditto for left turn into Shorewood (Copps & Walgreens) from E bound U; Really bad to get across U N/S on Midvale either way. Light is WAY TOO SHORT! Usually only 1 or 2 cars can go through it. If you ignore the yellow & the cars ahead of you quit texting & get moving a third car can get through maybe without getting honked at. Thank you for asking & the oppty for input!	Apr 4, 2013 2:04 PM
112	We desperately need a means to slow or halt commuter traffic through the village (mainly Oxford Rd). Perhaps make Oxford one way (against commuters)? They regularly ignore traffic rules (especially speed). I live on Oxford/4 corners and watch them each day. Also, a bicycle path that avoids the pool (along RR tracks?) and that connects from the pool to the U Bay Drive/VA Hospital bike path is needed. Walking or biking down Marshall Ct can be suicidal.Also, an isolated bike path west paralleling Locust Dr and connecting to other bike paths west is needed. Thanks for the opportunity to make our comments heard.	Apr 4, 2013 2:03 PM
113	Everything is compared to what? Compared to Milwaukee/Chicago driving U. Ave. presents minor challenges. Possibly increased law enforcement would be a good first place to start. Also, a part of the rush hour congestion is due to several buses operating in tandem, at several places along the Avenue. Thorough training of the bus drivers about not contributing to congestion might be a good use of resources. Possibly the bus schedules could be studied by a traffic-control-expert with an eye to stopping bumper to bumper buses.	Apr 4, 2013 2:02 PM
114	I have to make a left run on Univ Av at the Midvale intersection (by Walgreen's) every day to return home and the stop lights are too short to allow more than 1 or 2 cars to make a left turnm, and even so the green light for a left turn is only every other cycle. Need it for a few seconds longer and at every cycle to allow more cars to make a left turn. I don't want to cut thorugh residential areas to get into Shorewood Hills.	Apr 4, 2013 2:00 PM
115	The bike corridor is almost complete. Shorewood Hills is moving in the right direction, but it needs to connect the great trail that extends to the East and West. More bikes, means less cars.	Apr 4, 2013 1:59 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

116	Very frustrating to try to turn left, also to be a pedestrian. Maybe add ped./bike bridges? More stop lights? Slower speed limits?	Apr 4, 2013 1:58 PM
117	Regarding Question #4, I recently, until I retired, traveled the corridor twice a day every day. Things like left hand turns are difficult, but common sense says don't attempt these things during busy times. Approach from the other direction or use a signalized intersection. I live on Lake Mendota Drive and feel traffic there is not a problem now but more should not be encouraged by discouraging traffic on University Ave.	Apr 4, 2013 1:54 PM
118	I dislike how much traffic seems to cut through behind the UW credit union to access University ave E and W bound. Cars often drive too fast along that corridor and roll through the stop sign. There is a great deal of pedestrian and bike traffic as that is where the bike path joins the road and there are also a lot of children on my block of Burbank. There should be no through-way possible there to avoid the non-neighborhood traffic and keep it a dead end, particularly if/when the apartment building is built in that area.	Apr 4, 2013 1:53 PM
119	A better center turn lane and better coordinated lights would help with left turns onto Univ. Ave from the neighborhoods. I generally opt to use the intersections with traffic lights to make left turns onto Univ Ave. If the bike lanes were connected better, I would use them.	Apr 4, 2013 1:52 PM
120	The walk light from University Bay Drive across University Ave. is extremely short--barely enough time for a pedestrian or bike to cross. There is also too much traffic coming up highland towards University Ave. so it is difficult for Shorewood residents to leave or enter Shorewood there (by the First University Society).	Apr 4, 2013 1:49 PM
121	I cannot answer question 2 because my work takes me to different spots in the city, and sometimes I work at home, in Shorewood. But given the shape of Madison, and its growth, some congestion on U. Ave. at rush hours is inevitable and part of the urban experience. I avoid it when I can, and deal with it when I must. My concern, as a resident of LMD, is how many people use my street as a thoroughfare between campus and the west side. Because everyone is always in a hurry we suffer with not only increased traffic volume, but also increased speeds. The electronic speed signs almost NEVER show 20 or even 25 MPH, despite what Village officials say. 27-35 mph is the usual speed. This is dangerous because residents walk and bicycle; I've been nearly run down walking my dog countless times. People who do not live and pay taxes in Shorewood should learn to deal with conditions on U. Ave. instead of using LMD as their alternative route; LMD should have more stop signs, speed humps and bump-outs to discourage this kind of thoroughfare use inside the neighborhood.	Apr 4, 2013 1:47 PM
122	we need public transportation for the University Ave. problem nancy heiden	Apr 4, 2013 1:45 PM
123	My major concern is the use of Shorewood Village neighborhood street to avoid congestion on University Avenue. This is a major problem for people--like me--who live on Lake Mendota Dr. Speed bumps on Lake Mendota Dr. seem appropriate and economic to me.	Apr 4, 2013 1:45 PM
124	You did not mention safety concerns that Pedestrians have when walking along	Apr 4, 2013 1:44 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	University Avenue. I walk to work frequently and am worried that cars turning onto or off of University Avenue will hit me.	
125	After work I'm happy to turn into the neighborhood and not have to continue the crawl westward. Crossing University as a pedestrian is very chancy during heavy traffic times.	Apr 4, 2013 1:44 PM
126	It is sometimes difficult to turn right from Campus Drive onto University Bay.	Apr 4, 2013 1:44 PM
127	With respect to #7, I don't think modifcations will assist except in the form of pedistrian relief which can only be done safely and effectively with pedestrian overpasses	Apr 4, 2013 1:43 PM
128	An East-West bike corridor along the railroad between University Bay Drive Ave. and the north-south section of Marshall Ct. is urgently needed. Currently bike traffic must take the east-west section of Marshall Ct. and turn onto U. Bay Dr., dangerously invisible to the fast-moving traffic coming over the crest of the hill just to the north. My wife, our kids and I have had several near-misses at this intersection. Most cyclists prefer to stay alive and instead travel via the Doctor's Park parking lot which provides a direct, safe connection to the bike path, where vehicles are already slowing or stopping for the intersection and are much more aware of bike traffic.	Apr 4, 2013 1:42 PM
129	I live in Edgehill drive, which already has traffic from Eagle heights. The traffic has increased and cars are speeding up in a continuous basis. It is a danger for kids! We need to either put bumps or something else to slow down the traffic!! Plus we are paying for the traffic that comes from Madison, not from the Village.	Apr 4, 2013 1:39 PM
130	speed of traffic in proximity of walkers, bikers, bus takers and children. Seems high risk.	Apr 4, 2013 1:39 PM
131	Need to work to keep traffic ON University Ave and out of adjacent neighborhoods--the bus side lanes have helped tremendously (please put some on east bound roads) as have the left turn lanes. UW has grown to big for the surrounding roads--they need to be responsible for part of the solution..	Apr 4, 2013 1:39 PM
132	Please do something to connect bike paths leading into Shorewood Hills. Their system is a mess and I hate riding with cars. Why can't we continue the path along the tracks (thru Shorewood) similar to south campus? Put a pedestrain/bike bridges west of Midvale and east of Farley	Apr 4, 2013 1:38 PM
133	As a resident the commuter traffic thru the village is becoming a major issue because of volume and there is little regard for the speed or stop signs.	Apr 4, 2013 1:37 PM
134	Bike Path Connector between U-Bay and Shorewood would be my highest priority.	Apr 4, 2013 1:36 PM
135	It is dangerous to cross north to south on the western crosswalk at the university ave/hill/shorewood blvd intersection. The pedestrian needs the traffic held longer so they can enter the intersection before cars turning west from hill approach. Have almost been hit many times there!!!!	Apr 4, 2013 1:16 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

136	BIKE LANES!!!	Apr 4, 2013 1:10 PM
137	Surface has to be improved on Lake Mendota Dr. block 5000 Merrill Springs Rd (intersction with Risser)	Apr 3, 2013 10:39 PM
138	All bike traffic should use provided bike paths and not ride on University Ave. It's hazardous to both biker and car when bikes ride where no path is provided.	Apr 3, 2013 3:56 PM
139	The objective during rush hour is to maximize safe, efficient vehicle throughput; create more bus pull-off areas for passenger loading/unloading to help accomplish this.	Apr 2, 2013 9:35 AM